





SEATTLE  
CHARTED VFR FLYWAY PLANNING CHART

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

**LEGEND**

**AIRPORTS**

Paved Runways  
NAME (NAM)

Unpaved Runways  
NAME (NAM)

**NAVIGATIONAL AIDS**

VOR  
DLG 138.8

VORTAC  
PPS 121.8

VOR-DME  
KIP 110.7

NDB  
DCW 262

NDB-DME  
RMW 320

**AIRSPACE INFORMATION**

CLASS B AIRSPACE

CLASS B SURFACE AREA

EXAMPLES OF CLASS B AIRSPACE ALTITUDES

70  
30

CEILING IN HUNDREDS OF FEET MSL

FLOOR IN HUNDREDS OF FEET MSL

MODE C (SEE F.A.R. 91.215/AIM.)

CLASS C AIRSPACE

MODE C (SEE F.A.R. 91.215/AIM.)

CLASS C SURFACE AREA

MODE C (SEE F.A.R. 91.215/AIM.)

Class D Airspace

Class E (stc) Airspace

**SPECIAL USE AIRSPACE**

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

Alert Area and Military Operations Area (MOA)

**SUGGESTED VFR FLYWAY AND ALTITUDE**

2600

6700

IFR DEPARTURE ROUTES

IFR ARRIVAL ROUTES

**OBSTRUCTIONS (Selected)**

2049

**NAVIGATION REFERENCE POINT**

N39° 56.32' W120° 36.91'

**MOUNTAIN TOP OR PEAK AND SPOT ELEVATION**

12256

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: TACOMA DOME

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

**THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE SEATTLE AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.**

**CAUTION**

THE ENTIRE SEATTLE AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

**VFR TRANSITION ROUTES**

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE SEATTLE CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM SEATTLE TOWER. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT SEATTLE VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

**VFR TRANSITION ROUTE (ATC CLEARANCE REQUIRED) ALTITUDE ASSIGNED BY ATC**

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- SEATTLE CLASS B AIRSPACE
- OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:
- Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
  - No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
    - (a) The pilot in command holds at least a private pilot certificate or;
    - (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95
  - Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
  - An operable VOR or TACAN receiver for IFR operations.
  - A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

- FLIGHT PROCEDURES**
- IFR FLIGHTS** - Aircraft operating within the Seattle Class B Airspace must be operated in accordance with ATC clearances and instructions.
- VFR FLIGHTS** -
- Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
  - Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
  - Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

**ATC PROCEDURES**

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitude is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.





